

RUDDER FLUTTER

Official Publication of the Idaho Transportation Department - Division of Aeronautics

William S. Cooper, Administrator

VOLUME 41, NO. 2

SPRING 1995

4th Annual Idaho Aviation Conference

**P.A.C.E.
Program**

**Safe Pilot
and Wings
Seminars**

**Free Barbecue
Friday Night!**

**May 5-7, 1995
Idaho Falls, ID**



**Grab a Friend and Come Over to Idaho Falls!
Special Banquet Saturday Night, May 6th
Invited Speaker: U.S. Representative Mike Crapo
Cost: \$16.00 per person**

REGISTRATION INFORMATION INSIDE

ADMINISTRATOR'S COLUMN

This issue of the *Rudder Flutter* will arrive at your house at about the same time that spring does. My lawn is starting to turn green and I have already received the second copy of the Gurney's Seed Catalog. All of those are sure signs that spring is right around the corner. Each of you is to be congratulated on safe and sane aircraft operations over the winter. We experienced very few accidents in Idaho this past winter. With those first few warm sunny days of spring every one of us will feel the awakening urge to get out and go somewhere. Before you load the family in the airplane and depart for those far-off places, however, I recommend that you take a little time to review your airplane, your operating procedures, and to "take it around the pattern" a few times to reacquaint yourself with the feel of flying.

This office intends to keep you informed on what is happening in the world of aviation, especially in the world of Idaho aviation or anything that effects Idaho aviation. I suspect that most of you read in other publications about what is happening with the FAA. You are probably as confused as I am about where the Feds are heading. If so, don't feel bad. I have been in a number of meetings with the FAA in the past few weeks and many of those folks don't know where they are going either. They know where they are trying to go but getting there depends on Congress, for the most part.

As it stands now, the U.S. Department of Transportation (DOT) is attempting to do the following:

1. Combine all of its agencies (10) into three departments. They are:
 - *The Federal Aviation Administration
 - *The Surface Infrastructure Administration
 - *The Coast Guard

2. Split off the 50,000 plus air traffic controllers into a government non-profit corporation much like the U.S. Post Office.

3. Combine the 30 various grant programs such as the Airport Improvement Program and the Federal Highway Program into three funds for ease of administration. In this move the DOT would give much more latitude and independence to the states in the operation of these funds.

I believe much of this will come to pass in the next several months. The DOT can reorganize many of its programs without Congressional approval but will probably not do so unless they have the support of Congressional aviation interests. There appears to be some of that support. Not so for the Air Traffic Corporation. Feelings on that issue are split. My prediction is that in the end it will stay as it is. The grant funds will undoubtedly be combined into three superfunds. The question is, whether or not the trust fund providing the aviation money will be taken off (or out of) the budget. These are hot issues and the status changes daily.

CONTINUED ON PAGE 4

IDAHO TRANSPORTATION DEPARTMENT

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Director *DWIGHT BOWER*
Aeronautics Administrator
WILLIAM S. COOPER

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Editor of the *Rudder Flutter*, John Maakestad

IDAHO PILOT REFRESHER CLINIC

By Amy Hoover

Mark your calendar for this year's **Idaho Pilot Refresher Clinic, Saturday, April 22, from 0900-1530 at the National Interagency Fire Center in Boise, co-sponsored by the Idaho 99's.**

Cost is \$35.00 which includes lunch and a free copy of 1995 FAR's. This qualifies for the FAA "Wings" Program as well as the Idaho Safe Pilot Awards Program.

Featured is a great line-up of speakers who plan to emphasize flying in southern and central Idaho with information valuable for students through professional pilots. Following is a list of topics and speakers:

Dealing with inflight emergencies. Back country etiquette: Dick Williams, CFII, MEI, ATP, Designated Pilot Examiner, former backcountry pilot, and Fixed Wing Program Manager for the Bureau of Land Management.

Emergencies and special hazards of night flying: Bruce Winn, CFII, MEI, ATP, former charter pilot, and Chief Flight Instructor for BobKat Aviation.

Firefighting aircraft operations during fire season and training, including special hazards and temporary restricted areas: Mary LaMoy, CFII, MEI, ATP, lead fire pilot for the U.S. Forest Service, based in Ogden, Utah.

You and the FAA: Ramp inspections, incidents, accidents, etc. What to expect and prepare for: Thoville Smith, CFII, MEI, ATP, Designated Pilot Examiner, and retired FAA Operations Inspector and Accident Prevention Specialist.

The ABD's of ICAO airspace: Tim Peterson, CFII, MEI, ATP, AP&P, OFG, retired corporate pilot, aviation insurance specialist, and aviation speaker.

Accident summary: John Maakestad will provide a short summary of Idaho accidents that will be pertinent to all Idaho pilots.

If you attended last year, you won't want to miss this all new agenda. If it's your first time, you really won't want to miss it. Attendance will be limited to the first 100 registrants. Registration fee after April 20, or at the door, will be \$40.00.

There will be lots of door prizes, including pilot supplies and free avgas. Also, raffle tickets for a pilot headset, pilot kneeboard and aerobatic flight in the "Extra 300".

For more information contact Amy Hoover at 336-2656 or Beverly Niquette at 345-0927.

SAFE OPERATIONS IN OREGON SPECIAL USE AIRSPACE

When preparing for flight you may wish to determine the status of special use airspace along your route of flight. Most special use airspace operating hours are printed on the margins of Sectional Aeronautical Charts. Areas with variable use times list advisories to consult NOTAMS.

Listed below are additional phone numbers which may be of use to fliers:

Air Force Representative for FAA Northwest Mountain Region, (206) 227-2947.

Navy Representative for FAA Northwest Mountain Region, (310) 297-1162.

Department of the Army Representative for FAA Northwest Mountain Region, (206) 227-2952.

Oregon Air National Guard Special Use Airspace Information - 114th Fighter Squadron Operations, Klamath Falls, OR, 1-800-858-8334.

Portland Air National Guard Base Public Affairs Office for the 142nd Fighter Group, (503) 335-4104.

Air Force Reserve Public Affairs Office for the 939th Air Rescue Wing, (503) 335-4619.

ADMINISTRATOR'S COLUMN CONTINUED FROM PAGE 2

The reorganization of DOT and the "Superfund" development could provide benefits to aviation. As such, I think that we can all support those initiatives. The Air Traffic Corporation, on the other hand, could be very detrimental to general aviation activities and to aviation safety. Make no mistake, at some point, either sooner or later, the corporation would begin to charge for services such as weather information, flight plans, flight following, etc. Proponents argue that such services already cost the aviator through trust fund taxes. Please give me a show of hands as to how many of you believe that the federal government will reduce those aviation taxes if the corporation goes through! If the corporation is developed, a person will not be able to fly from Caldwell to Mountain Home without incurring costs. My real concern is, though, as an aviation safety officer, that rather than pay for services such as weather briefings people will forego that kind of information and just hope that it will be o.k. This is not progress. BC

TWIN FALLS TO GET NEW AIRPORT TERMINAL

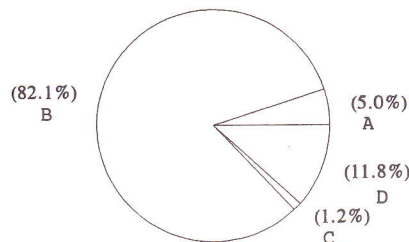
Twin Falls is getting a new look! On March 10th a ground breaking ceremony was held for the new airport terminal. Construction of the new terminal will take approximately 300 days. The new building will sport all new landscaping and a brand new parking lot. Watch for details of a great ribbon cutting ceremony upon completion.

Meanwhile, Ron Madsen, Airport Manager, announced Twin Falls will be holding an airport appreciation open house on July 15th of this year. There will be plenty to see and do. A B-29, B-24 and C-46 are expected to join the celebration, so mark those calendars and plan on bringing the family over for a great time!

REVENUES AND EXPENDITURES FOR FISCAL YEAR 1994

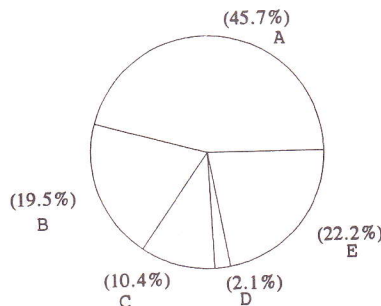
Revenue

A	Aircraft Regis	62,901	5%
B	AvFuel	1,036,093	82%
C	Airmen Regis	14,622	1%
D	Miscellaneous	148,585	12%
	Totals	1,262,201	100%



Expenditures

A	Airport Assistance	518,882	46%
B	State Airports Mtce	220,826	19%
C	Aviation Safety	118,135	10%
D	Search & Rescue	24,091	2%
E	Miscellaneous	252,287	22%
	Totals	1,134,221	100%



CORRECTION NOTICE!

The FY 94 Revenue and Expense figures and charts have been reproduced to amend the information that was incorrectly portrayed in the Winter 1995 newsletter.

"The four cornerstones of character on which the structure of this nation was built are: Initiative, Imagination, Individuality and Independence." - *Eddie Rickenbacker*

THE TAXMAN COMETH

This little piece of information comes under the heading of "nice-to-know" information about the annual registration of aircraft as required by Title 21-114, Idaho Code. Title 21-114 requires that all airworthy aircraft be registered annually with the state. Such registration fees are held to be "in lieu of all property taxes" on that registered aircraft. This is considered a legal exception to the personal property tax, as provided by law. The personal property tax laws require that all persons must pay personal property tax on their personal property unless they have such an exception.

It has been the practice of this office to inform owners of unairworthy aircraft that they are not required to register their aircraft. **Please note! This action on our part does not in any way provide an exception to the personal property tax requirements.** County tax assessors have numerous ways of determining what personal property is owned by the residents in their counties, including obtaining lists of registered aircraft owners from the FAA. In several instances now this office has been criticized by irate owners of unairworthy aircraft because their county tax assessor taxed them on their unregistered (unairworthy) aircraft.

This office makes no recommendations regarding this situation. As a point of record we will state that some individuals make a practice of registering their airplanes annually regardless of whether or not their aircraft is airworthy or unairworthy. As Title 21-114 is presently written unairworthy aircraft are not prohibited from being registered.

HAVE YOU MADE YOUR RESERVATIONS FOR THE FOURTH ANNUAL IDAHO AVIATION CONFERENCE BANQUET IN MAY? DON'T WAIT...TIME IS RUNNING OUT!

IDAHO SAFE PILOT/FAA WINGS: ON THE ROAD AGAIN

The Division of Aeronautics and the FAA have been sharing resources to get out to the flying public with a safe flying message from both organizations.

Since January of this new year, more than 200 Idaho pilots have attended these joint sessions which are intended to qualify pilots for the Idaho Safe Pilot Program and the FAA Wings Program.

Thus far, seminars ranging from three to five hours have been held in Boise, Twin Falls, Pocatello, and Post Falls. The next scheduled meeting will be held in Lewiston on May 9th. By the time you read this a place and time will have been determined.

We expect to cover the state this year and will be coordinating with John Goostrey of the FAA, to ensure every pilot has a reasonable opportunity to attend at least one of these meetings. If you have a group that wants to help host a program as part of annual training, let us know. Call John Maakestad at (800) 468-5864.

MOULTON AWARD NOMINATIONS

The Chet Moulton Distinguished Aviation Service Award will be made again this year to an individual who has made a lifelong contribution to the Idaho aviation community.

Nominations may be made by filling out the enclosed form in this issue of the *Rudder Flutter*, or by separate letter which provides substantiating information. (See form for details.) All nominations are due by April 18, 1995. The award will be presented to the recipient at the upcoming 4th annual conference, May 6th.

BOISE AFSS RECORDED WEATHER BRIEFINGS

By AFSS

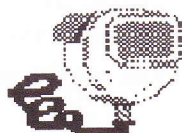
In an ongoing effort to improve their service to the flying public, Boise Automated Flight Service Station (AFSS) has changed its recorded weather briefings. The Telephone Information Briefing Service (TIBS) was revised on Sunday, March 5.

Since becoming an automated facility, the AFSS has been producing telephone recordings twice daily. Usage of TIBS has steadily declined over the past year. With input from some pilot groups and individuals it was determined the recordings were not updated often enough, and some routes were not needed. The new TIBS service starts at 0500 with a recording of the area including a 50 nmr around Boise. Then at 0600 the route briefings begin, and are updated every two hours. TIBS service is suspended each evening at 2200. The new TIBS numbers and areas covered are:

- TIBS 301 Idaho Falls to Salt Lake City
- TIBS 302 Boise to Salt Lake City
- TIBS 303 Boise to Idaho Falls
- TIBS 304 Boise to Coeur d'Alene - Spokane
- TIBS 305 Boise Local Area (50 NMR)
- TIBS 306 Aviation Community Activities

To access these recordings, a pilot would call 1-800-WX-BRIEF (1-800-992-7433) and follow the instructions. Remember that the pound (#) symbol plus the star (*) symbol will stop any recording, give you a short ring, and allow you to select another recording or be transferred to a pilot weather briefer.

The AFSS requests your input on the new TIBS service and would also like to know if you need other routes added. You can reach them at (208) 334-1704.



FUN! FOOD! PRIZES!

By Taylor Aviation

Taylor Aviation, Inc., Fixed Base Operator at Emmett, Idaho, Municipal Airport, (Chuck Sawyer Field) and Texaco Oil are sponsoring the first annual **Emmett Fun Fly In on April 29, 1995**, at the Emmett Airport.

The day will start with a Flyer's Breakfast Buffet at the Airport Restaurant...all you can eat for \$3.00 from 0800-1000. To facilitate planning for the breakfast, call (208) 365-2987 to give us a head count. The restaurant will be open all day.

The flying fun begins at 1000 and goes until 1600 with some serious flying...flour bombing, spot landings, short field landing, short field take-offs, balloon busts..and you will be able to try your skills with Idaho's finest. If you're real energetic, Emmett Airport has an adjoining 9-hole golf course adjacent to the runway. So...watch out for golfers when you are coming and going.

The FBO, Taylor Aviation, will be offering a special price on Av Fuel (100LL and 80/97) for the day at \$1.90 per gallon.

Come join the gang in Southwest Idaho for a fun time in the sky and on the ground!

HAILEY AREA FLYERS: CALL TOWER

The FAA has requested that pilots overflying the Hailey/Sun Valley Airport traffic area call Hailey tower to make them aware of traffic in their area. A quick call on 125.6 will get you a current altimeter setting and some peace of mind by allowing the tower folks to keep the incoming or departing heavy iron advised of your location.

Remember too, that many of the airliners operating in this area can read your transponder on their TCAS equipment, so keep squawking for safe separation.

THE 1995 IAHOF GOLF CLASSIC

By Barbara Ady, IAHOF President

A fun, spring get-together is planned for our members and friends. The **first annual Idaho Aviation Hall of Fame TREASURE VALLEY GOLF CLASSIC** at MeadowCreek Golf and Field Club (formerly Kimberland Meadows), New Meadows, Idaho, will be held June 24, 1995. The all inclusive fee will include greens fees, cart, and a barbecue dinner with loads of awards. A Kawasaki Jet Ski awaits the hole-in-one winner on the 17th hole, plus a silent auction with such items as a backcountry flight for two to Sulphur Creek Ranch, and a week stay at a two bedroom two bath Palm Springs condo. A perpetual trophy featuring a Tri-motor Ford will be awarded to the winning foursome and will be displayed at the State Division of Aeronautics. MeadowCreek and Shore Lodge in McCall, are going all out for us with a gourmet cooking class with wine tasting, fly fishing in trophy ponds and trap shooting for non-golfing spouses. Massage appointments on a limited basis, tennis, jacuzzi, swimming pool, sauna, plus fantastic condo or suite rates for the tournament and also for early arrivals or late stayers will be offered.

The fee is \$100 per player with add ons for non-golfers. For information and a fun time (experience not necessary) call Ken Hunt, (208) 452-5050 or Bob Jessen 383-3300. We must have reservations in by June 1, 1995. Tournament is limited to the first 100 players.

SAFE PILOT PROGRAM: CHAPTER THREE

Hold on to your hats. You may not believe it but, we think we have the final solution to getting the Idaho Safe Pilot Program back up and running.

Here's the plan. We will qualify everyone who applies through 1994, under the old program criteria. This will require you to verify that for

the intervening years, you were able to meet the 50 points required as shown on the enclosed form, **and** that you flew accident free.

As of 1 January 1995, everyone will be expected to qualify under the new criteria, and awards will be made at the end of the current year at banquets around the state.

Possible examples might be as follows: Joe Pilot flew 55 hours PIC in 1992, 41 hours in 1993, and 45 hours in 1994. He attended the Challis Mountain Flying Seminar (worth 10 points) in 1993, and attended the FAA's Wings Seminar in 1994 (8 points).

Under the old criteria, Joe qualifies for the award on PIC time alone in 1992, and the combination of time and course attendance qualifies him for '93 and '94.

Meanwhile, Joe's friend Anne Aviatrix has just started flying in 1995, and is trying to meet the qualifying criteria under the program rules. She has logged 56 hours of PIC time since receiving her private certificate.

However, rules state only 50 of these hours can be credited for points toward the 100 required for the award. As an avid aviator, Anne has recognized the importance of ground safety training and has committed to attend one of the five hour Wings/Safe Pilot seminars this fall.

Upon completing that program she will have accumulated an additional 75 points, 70 of which can be used for the Safe Pilot Award.

Whether or not this is the perfect solution to this on-going saga remains to be seen. One thing we know is, if there is a loophole in this plan, some sharp-eyed aviator is going to pick it out and let us know. Keep those cards and letters coming!

The 1994 application deadline is June 18, 1995. Fall banquet dates will be announced in future issues of the *Rudder Flutter*.

NEW RATINGS

PRIVATE

Dit Duley

Paul Gorringe

Instructor: Frank Lester

Warren Kouba

Instructor: Gail Rew

William Leneave

Instructor: Santiago Geirreiabietia

Robert Mayes

Instructor: Greg Herbert

Roseanne Mooney

Instructor: Omar Fricke

Gary Moss

Instructor: T.C. Gilkeson

Darin Peterson

Mike Poole

Fergus Thornton

Instructor: Frank Lester

Doug Uzzel

Instructor: T.C. Gilkeson

Richard West

Instructor: Omar Fricke

COMMERICAL

Chris Culp

Instructor: Leroy Nelson

Eric Gillet

Instructor: Pat Shanafelt

Bob Hannah

Instructor: Dave Rodda

Brian Ketchum

Instructor: Pat Shanafelt

George Ross

Instructor: Larry Saenger

The Examiner for everyone listed above was
Dick Williams.

MULTI-ENGINE

Arlyss Mabey

Instructor: Travis Tilby

Gene Mussler

Instructor: Bruce Winn

Marvin Lee Nelson

Instructor: Jerry Wagoner

Mike Weiss

Instructor: Travis Tilby

Bert Womack

Instructor: Travis Tilby

CERTIFIED FLIGHT INSTRUCTOR INST.

Marvin Lee Nelson

Instructor: Jerry Wagoner

Pat Shanafelt

Instructor: Steve Bower

Eric Thomas

Instructor: Omar Fricke

INSPECTION AUTHORIZATION

Tom Ganley

Instructor: Bruce Winn

Patrica Reedy

Instructor: Steve Bower

Clint Tate

Instructor: Pat Shanafelt

The Examiner for everyone listed above was
Dick Williams.

ROTORCRAFT-HELICOPTER

Tom Lindsay - Commercial

Instructor: Mark Sweeney

Examiner: Ron Gustafson

Dave Valenti - Private

Instructor: Mark Sweeney

Examiner: Ron Gustafson

**Congratulations to everyone on reaching
their goals!**

*Idaho aviators extend their condolences to the
Travis Tilby and Gilbert Breeding families. Both
men will be greatly missed.*

CALENDAR OF EVENTS

APRIL

- 22 99's 1995 Idaho Pilot Refresher Course. NIFC, Boise, ID. Beverly Niquette, (208) 345-0927/Amy Hoover, 336-2656.
- 29 Emmett Fun Fly In. Emmett Airport. Emmett, ID. Taylor Av (208) 365-2987.

MAY

- 5-7 **4th Annual Idaho Aviation Conference - Shilo Inn, Idaho Falls, ID.** (208) 334-8776/(800) 468-5865.
- 9 Safe Pilot/Wings Seminar. Lewiston, ID. ID Div. of Aero., 1-800-468-5865.
- 18-21 Challis Mt. Flying Seminar. Bob Plummer, (208) 879-2364.
- 20 Water Diversion Work and Maintenance Party-Cabin Creek/Soldier Bar. Joe Corlett, (208) 336-1097/376-0916.

JUNE

- 2-4 Shelby Fly In. Shelby, MT. GBR2 demo. Arnie Houdek, (406) 434-5481.
- 3 USO Dinner/Dance, MK Depot. Boise. Sponsored by Warhawk Air Museum. Sue Paul, (208) 454-2854/853-3252.
- 10 Work Party - Chamberlain Basin. Joe Corlett, (208) 336-1097/376-0916.
- 10 Work Party - Smith's Prairie. Sponsored by the 99's. LeAnne Jopson, (208) 384-9370.
- 15-18 Challis Mt. Flying Seminar. Bob Plummer, (208) 879-2364.
- 17 Fly In Breakfast. Bear Lake Airport. (208) 847-1374.

- 22 99's Air Race Classic will run through Burns, OR. LeAnne, (208) 384-9370.
- 24 Idaho Aviation Hall of Fame Golf Tournament (Treasure Valley Classic). MeadowCreek Golf and Field Club. Ken Hunt, (208) 452-5050, Bob Jessen, (208) 383-3300.
- 24 Water Diversion Work and Maintenance Party - Cold Meadows. Joe Corlett, (208) 336-1097/376-0916.

JULY

- 9-15 27th Annual Int. Cessna Assoc. Confer. Kalispell, MT. Ken, (208) 466-1793 or Terry, (406) 257-4004.
- 15 Airport Appreciation Day. Twin Falls Airport. Fun galore! (208) 733-5215.
- 15-16 U.S. Bank Rose Festival Airshow. Featuring the Blue Angels! Hillsboro, OR. Judy Willey, (503) 648-1102.
- 22-23 Airshow Idaho. Idaho Falls, ID. Larry Pettingill, (208) 529-0500.

AUGUST

- 5-6 5th Annual Wilderness Within Reach TBA - Chamberlain and Big Creek. Joe Corlett, (208) 336-1097/376-0916. Pilots and planes needed.
- 12-13 Lewis-Clark Air Festival. Lewiston, ID. Mike Martin, (208) 743-6543.

SEPTEMBER

- 22-24 Bonanza Vagabond Fly-In. Dave Wall Field. Dave Crettol, (208) 265-4841.

Pilot and non-pilot volunteers are needed for the above work parties and Wilderness Within Reach. If you can help please call the listed numbers.

EVENTS PLANNED FOR 4TH ANNUAL IDAHO AVIATION CONFERENCE

Socially speaking, you can all leave your tux's and evening gowns at home because we are going to be as informal as we can be for all events. First out of the box on Friday at 1800 will be a picnic for registered conference participants at the AeroMark hangar, hosted by the Division of Aeronautics. We will aim to fill you up with sausage, salad, and sodas, and the EAA will provide some of their airplanes on static display for your viewing pleasure. All the while this merriment is underway, the FAA will have their friendly inspectors on the scene for anyone who wishes to take part in the PACE (Pilot/Aircraft Courtesy Evaluation) program.

Saturday night we will hold the recognition banquet at the Shilo Inn. We have invited Congressman Mike Crapo to be our guest speaker for the evening, and you will have to have reservations for the dinner.

Finally, to close out the conference, we are negotiating to find a sponsoring organization to hold a "fly-in" pancake breakfast at the Red Baron location on the airport, Sunday morning. Details for this activity will be available to you either by separate mailer or at the registration desk at the Shilo Inn.

This conference will be the premier spring kick-off event for the 1995 flying season. There will be something for everyone at this shindig so pack it up and come on up, down, or over to IDA for the weekend.

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(ADDRESS CORRECTION REQUESTED)

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